



## INTIMATIONS

NOW READY

LIEU  
CHRONICLE  
AND  
DIRECTORY  
FOR  
CHINA-JAPAN-Straits, &c., &c.  
1893.

With which is incorporated  
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,  
and will be used, as usual, to show an accuracy  
on preceding years both in form and accuracy  
of information.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Pusan to  
Vladivostock, in which Europeans reside.

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

VEGETABLE  
AND  
FLOWER  
SEEDS.

SEASON 1893-1897.

TO PREVENT DISAPPOINTMENT IT  
IS REQUESTED THAT CUSTOMERS  
WILL PLEASE BOOK ORDERS  
AT ONCE.

## CATALOGUES

WITH FULL DIRECTIONS FOR  
SOWING MAY STILL BE HAD  
ON APPLICATION.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

Hongkong, 16th September, 1893.

enter into an alliance because of these somewhat suggestive events. For our part we should be glad to see an understanding between England and Russia, at any rate so far as their interests in Asia are concerned, but the policy of the British Government is, if we mistake not, to keep clear of all entangling alliances. This may be the most dignified policy, but when there is so much treachery still shown to Great Britain all round, it is surely better policy to secure a friend from whom we want nothing and to whom our friendship ought to be invaluable. The time has quite gone by for the policy of endeavouring to confine Russia to ice-bound regions and limit her expansion.

Russia, like Great Britain, has her mission, and of late years she has been steadily endeavouring to fulfil it. Her civilising influence has been felt through the Khanates of Central-Asia, and she has recently been opening up the Amoor territory to settlement by means of the great Trans-Siberian Railway, which when completed will give us the opportunity of extending our frontiers in another column, and it will be noted that the comfort of the audience has been considered, punks being provided.

In the paragraph in yesterday's issue referring to the storm we were in over saying that the Kowloon Ferry launches did not run, and the Kowloon Ferry launches did not run, we take the opportunity of explaining our regret for any impression made, either which was given or expressed, concerning the fact that the Kowloon Ferry launches did not run, as regards the extent to which the service was maintained.

On the 21st September a Russian soldier was hacked outside Nagasaki by order of a court-martial. He had been on board a steamer and had threatened to shoot his captain. When the steamer arrived at Nagasaki he was handed over to the court of war and tried. The condemned vessel, then got up steam, proceeded outside, hanged the culprit, and returned to her anchor, age—Union.

A new Chief Bureau for Mining has been recently established at Chongchow, the provincial capital of Hunan, which has for its object the development of mineral resources in the province. With this Bureau will be the office of the commercial branch of the Telegraph Administration while the Government offices will be for convenience sake situated next door to the Governor's yamen.—N. C. Daily News.

There are now six good-sized steamers, and I note again the appearance of some Russian engineers and surveyors at Port Arthur. They arrived, it is stated, overland via Kinchow, perfectly equipped for a comprehensive survey of the district. A Japanese party also arrived soon after, and both were provided with passports, which were presented to General Sung, who is in command of the famous arsenal. So far, it is more record of a reputed fact, but our contemporary thus proceeds to remark:—"This curious development, coupled with the fact that some 100,000 Russian troops are around Vladivostock, as well as the enormous increase in the number of 'Russia's' warships in the Far East, and the heavy addition to the British fleet, shows most conclusively that sooner or later the bomb will burst over the Far East, and the explosion bids fair to be a mighty one." The "development" is not a curious one when regarded in the light of other recent events. Russia came to the help of China to save her the Liactung Peninsula, and it is understood that, in return, Russia will be allowed to carry the Trans-Siberian Railway to some point in that peninsula or elsewhere open all through the winter. The surveying party have, it is evident, arrived to claim the right so gained, and they will be allowed to survey the country for the best route for the line to take. Whether the Japanese are there by invitation to be satisfied of the bona fides of the Russians in the matter we are of course unable to say. But we deplore the getting up of sensations without reason. The Russians had long foreseen opposition to their desire to secure an unfrozen port for the terminus of their great railway, alike from England, China, and Japan. The former has, however, stopped aside, China has been adroitly laid under obligation, and Japan has been warned off by the big fleet and large force of troops collected at Vladivostock. Russia does not mean fighting if she can possibly get her way without. And there is reason to believe that she will win without active opposition.

The understanding between Russia and England is, if not so demonstrable, probably just as clear as that with France. If this were not the case, we should inevitably be drawn into a war for which, spite of our largely increased squadrons, we are still quite unprepared. It will serve no useful end and therefore for English journals to be perpetually discovering so-called alarmist circumstances and to urge the revival of old distrusts, Russia and England have got to be friends in the Far East, or both will have to pay dearly for the want of a proper understanding.

The Austrian Lloyd's steamer *Vindobona* left Singapore yesterday for this port.

The following telegram has been received by the Government from the Consul at Manila:—"From practice arrival Hongkong and China parts..."

The D. R. steamer *Ceres*, from Hamburg, left Singapore for this port on the 6th instant, and may be expected here on or about the 12th instant.

Hon. F. H. May, Captain Superintendent of Police, was one of the passengers on the *Empress of China*, having returned from leave of absence. He came ashore yesterday morning and at once resumed his duties at the Police Office.

The negotiations for a survey of the Woosung Bar by Messrs. Coode, Son and Mathews have fallen through, owing to the terms demanded by that firm. The negotiations were being carried on by Mr. W. Koskow on behalf of the Shanghai General Chamber of Commerce.

Colonel Hixson, the U.S. Consul at Foochow, who rendered such splendid service on the occasion of the Kuekiang massacre, arrived here yesterday by the P. & O. steamer *Rohilla*, from Shanghai, and goes on the same vessel to London, en route for the States.

The final of the Shanghai C.C. Lawn Tennis Handicap (Single) took place on the 1st October between Messrs. P. A. Cox and W. H. Drummond, the latter owing 15 and 3 to 14 and 2 to his opponent. The first set was won by Drummond by 6 games to 4, and the second and third sets by Cox by 6 to 2 and 6 to 1 respectively.

At the Police Court yesterday a Chinese youth, who had been captured in the course of a robbery, was sentenced to death by a magistrate, and the sentence was carried out by the executioner of the London Guards—the most illustrious of men in the British Army—in War." Owing to the wet weather there was, unfortunately, only a small attendance, but the audience was most attentive and appreciative and the execution caused no stir. The hope that Surgeon-Colonel Brett would repeat the lecture. His Honour Dr. Carrington, the medical Court, and the two men arriving at the Chongchow gate of the capital he will have to bring his entourage into Peking at a sum not under 10,000. This is the rate where the Peking octroi is collected, and through which all persons entering the capital from the provinces must pass. Every time His Excellency Li Hung-chang goes to Peking he is obliged to pay about 10,000. The Chinese government, following the advice of the Foreign Office, has issued a circular to all the Chinese legations in Europe, asking them to accept the sum of 10,000 as the fare of a steamer to Peking. The Chinese legations have agreed to do so, and the Chinese government has issued a circular to all the Chinese legations in Europe, asking them to accept the sum of 10,000 as the fare of a steamer to Peking. The Chinese legations have agreed to do so.

Great preparations are being made, and the

two powers are about to enter into an additional political agreement.

The Russian Press, responsive to the fulsome eulogies of the Paris journals, will no doubt declare that the visit is an additional proof of the perfect understanding existing between the French Republic and the Russian Empire; but all the talk will mean very little.

When the Czar was in England he had a long conference with Lord SALISBURY,

and the Russian Press advanced an entente between Russia and England; but it does not follow that the two Powers are about to

enter into an alliance because of these somewhat suggestive events. For our part we should be glad to see an understanding between England and Russia, at any rate so far as their interests in Asia are concerned, but the policy of the British Government is, if we mistake not, to keep clear of all entangling alliances. This may be the most dignified policy, but when there is so much treachery still shown to Great Britain all round, it is surely better policy to secure a friend from whom we want nothing and to whom our friendship ought to be invaluable. The time has quite gone by for the policy of endeavouring to confine Russia to ice-bound regions and limit her expansion.

The Secretary of the Pumion Mining Co. Limited, advised me that he has received the following telegram from the British Consul at Vancouver:—"Arrived from Vancouver to Yokohama on her last trip in 11 days, 3 hours, 17 minutes, corrected time."

The C. P. steamer *Empress of China* made

the run from Vancouver to Yokohama on her

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## SHIPPING REPORTS.

The British steamer *Empress of China* reports the sale of 1,000 boxes of tobacco, the 14th Sept., left Victoria Strait by land and smoke, 15th Sept., 6 A.M., left Victoria, and had good weather across the Pacific, 27th Sept., 1 p.m., arrived Yokohama, making the trip in 11 days, 3 hours, 27 minutes, corrected times. 28th Sept., left Yokohama for Hongkong via the usual ports. Experienced his way through Formosa Channel, about 50 miles N.E. and N.W. was sighted to obtain a few hours of arrival at Hongkong, then moderate easterly gale with hard squalls and high confused seas.

The British steamer *Formentor* reports that she left Amy 5 m. 45 sec., with a gale from S.E. wind, and following seas, bay weather, arriving in Swallow 5.45 p.m., same day, moderate east wind, following seas, gale force. Left the port 5.45 A.M. Monday 6th and arrived at Amoy 5.45 P.M., expectant typhoon. Was to load and send STAMLES on approval to any address on receipt of satisfactory references.

1304

Admiral Discretion Allowed.

TO SHIPMASTERS.

## NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. &amp; O. S. N. Co.'s Steamship

"MIMBAPORE,"  
FROM BOMBAY, COLOMBO, AND  
SINGAPORE.

Congress at cargo by the above-named vessel are hereby informed that their goods are to be landed and placed at their risk in the Hongkong and Kowloon Wharf at Government's expense at Kowloon, where each Company's Consignees at Kowloon, who each consignee will be entitled to make mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:-

From London, £s. or ss. Mails.

From Australia, £s. or ss. Home.

From Pacific Gulf, £s. or ss. Home.

Optional goods will be landed here unless instructions given to the contrary before 4 p.m. To day.

Goods not cleared by the 9th inst., at 4 p.m. will be subject to duty.

No fire insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and care taken of the damage sustained from the Godown Company, within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 3rd October, 1896. [227]

THE CHINA MUTUAL SEA NAVIGATION COMPANY, LIMITED

NOTICE TO CONSIGNEES.

FROM LIVERPOOL, NEWPORT, AND

SINGAPORE.

THE Company's Steamship

"TEENK"

is due here from the above ports on MONDAY morning. Consignees of cargo are hereby informed that their Goods will be landed at their risk into the Godowns at the Kowloon and Kowloon Wharf and Godown Co., Kowloon, whose delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be sent in to the office of the undersigned before NOON on the 13th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on MONDAY, the 12th inst., at 3 p.m.

No fire insurance has been effected, and any goods remaining in the Godowns after the 12th inst. will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary is given before noon on Monday, the 12th inst.

Bills of Lading will be countersigned by H. A. RITCHIE, Agent.

Hongkong, 3rd October, 1896. [227]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"CAM"

Captain Shaw will be despatched as above on or about SATURDAY, the 10th inst.

For Freight or Passage apply to

DODWELL, GIBBIL &amp; CO., Agents.

Hongkong, 3rd October, 1896. [227]

THE CHINA NAVIGATION COMPANY, LIMITED

NOTICE TO CONSIGNEES.

FOR SHANGHAI, CHEFOO, AND

NEW CHIANG.

THE Company's Steamship

"NESTOR"

Captain Aspin will be despatched as above

TO-DAY, the 8th inst., at Noon.

For Freight or Passage apply to

BUTTERFIELD &amp; SWINE,

Agents.

Hongkong, 7th October, 1896. [228]

CHINA NAVIGATION COMPANY,

LIMITED

NOTICE

FOR SHANGHAI, CHEFOO, AND

NEW CHIANG.

THE Company's Steamship

"TAMSUI"

Captain Vaughan will be despatched as above

TO-DAY, the 8th inst., at 4 p.m.

For Freight or Passage apply to

BUTTERFIELD &amp; SWINE,

Agents.

Hongkong, 7th October, 1896. [228]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

NOTICE

FOR MANILA DIRECT

THE Company's Steamship

"ESMERALDA"

Captain Taylor will be despatched for the above port 10th DAY, the 8th inst., at 4 p.m., instead of as previously advertised.

This steamer has superior accommodation

for Passengers and is fitted with the electric light.

For Freight or Passage apply to

SHEWAN, TOME'S &amp; CO., General Managers.

Hongkong, 7th October, 1896. [228]

"RICKMERS' REGULAR LINE OF

STEAMERS

FOR MARSEILLE, HAVRE, BREMEN,

AND HAMBURG.

THE Company's Steamship

"ELIZABETH RICKMERS"

Captain Andrius will be despatched above

TO-DAY, the 8th inst.

For Freight, apply to

ARNHOLD, KARBERG &amp; CO., Agents.

Honkong, 1st October, 1896. [228]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

NOTICE

STEAM FOR

STRaits, CEYLON, AUSTRALIA,

INDIA, CHINA, ETC.

MEDITERRANEAN PORTS.

PLYMOUTH, AND

LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Company's Steamship

"ROHILLA."

Captain C. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, etc., on THURSDAY, the 8th OCTOBER, at NOON, taking Passengers and Cargo for the above ports.

Silks and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office, and 4 p.m. the day before sailing. The Contracts and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd September, 1896. [222]

CHINA NAVIGATION COMPANY,

LIMITED

NOTICE

FOR SWATOW, CHEFOO, TIENSIN

AND NEW CHIANG.

THE Company's Steamship

"NANCHANG"

Captain Finlayson will be despatched as above

TO-MORROW, the 9th inst., at 8 p.m.

For Freight or Passage apply to

BUTTERFIELD &amp; SWINE,

Agents.

Hongkong, 7th October, 1896. [228]

FOR SINGAPORE, HAVRE, AND

HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient Indemnity offered.)

Takao, Gare, at through route ANTWERP,

AUSTRIAN PORTS, LIEGE, OUDENA,

VANCOUVER, PORT COQUITLAM, and BREMEN)

THE Company's Steamship

"IRENE"

Captain R. Schuler will be despatched for the above ports on SATURDAY, the 10th inst., at DAYLIGHT.

This steamer has superior accommodation for First and Second Class Passengers and caravans.

For Freight or Passage apply to

SIEMSEN &amp; CO., Agents.

Hongkong, 1st October, 1896. [228]

## VESSELS ON THE BERTH

FOR SHANGHAI, HOKKE, AND

YOKOHAMA.

THE Steamship

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For Freight or Passage apply to

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Hongkong, 3rd October, 1896. [227]

OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"DARDANUS"

Captain Gregory will be despatched as above

on SUNDAY, the 11th inst.

For Freight, apply to

BUTTERFIELD &amp; SWINE,

Agents.

Hongkong, 1st October, 1896. [227]

VESSELS ADVERTISED AS LOADING

## VESSELS ADVERTISED AS LOADING

DESTINATION

VESSEL'S NAME

FLAG &amp; BIG.

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

London, &amp;c.

Rohilla, Brit. str.

Java, Brit. str.

Ceylon, Brit. str.

Durban, Brit. str.

Gibraltar, Brit. str.

Singapore, Brit. str.

Hongkong, Brit. str.

Natal, Brit. str.

Elizabeth Rickmers, Brit. str.

Empress of China, Brit. str.

Andaman, Brit. str.

Archibald, Brit. str.

Archibald, Brit. str.

Trinidad, Brit. str.

Tunisia, Brit. str.&lt;/div